

CITY OF NEWARK
Newark, Delaware

TRAFFIC COMMITTEE MEETING

May 19, 2009

5:00 p.m.

Members Present: Chief Paul Tiernan, Carol Houck, Lt. George Stanko, Rich Lapointe, Dave Gula

Absent: Marvin Howard, Tom Parkins

Guests: Don Esch, McBride & Zeigler
Greg Swift, McBride & Zeigler
Geoff Eisenacher, Campus Living Villages
Robert Tahitis, Campus Living Villages

Chief Tiernan moved 21 Thorn Lane to the top of the agenda.

1. REQUEST TO REVIEW PROPOSED SIGNAGE AT 21 THORN LANE BASED ON THE VISIBILITY AT THE INTERSECTION OF THORN LANE AND ELKTON ROAD.

Mr. Greg Swift of McBride and Zeigler said he was asked by a member of the Board of Adjustment to perform a sight distance analysis for the intersection of Thorn Lane and Elkton Road. This analysis was conducted to verify that adequate sight distance exists with the right turn movement from Thorn Lane onto Elkton Road. Mr. Swift said Elkton Road is a state maintained road, therefore the report provided was based on the American Association of State Highway and Transportation Officials (AASHTO) standards. Mr. Swift said the posted speed limit on Elkton Road is 35 mph and for the purposes of this report a standard design speed of five mph over the posted speed limit was used (40 mph). Mr. Swift said also an intersection sight distance of 385 feet was used which is a more conservative distance than what is required by the City of Newark. Mr. Swift said the sight distance plan view that was provided shows that the sight distance on Thorn Lane is 14.5 feet from the edge of the through lane and shows the 385' sight distance triangle on Elkton Road. Mr. Swift said the proposed sign location does not obstruct sight distance.

Mr. Robert Tahitis of Campus Living Villages said the original sign location was 2 ½ ' closer to Elkton Road and decided to move the sign location to further improve the line of sight.

Rich Lapointe said the stop bar location is much further behind where the sight distance is shown on the plan and mentioned that motorists will have to stop at the stop bar and slowly move forward until a clear line of sight is reached prior to making a right turn onto Elkton Road.

Lt. Stanko said on Elkton Road heading toward Maryland, the angle of the brick wall gives the illusion that the wall is longer than it actually is and as you approach the traffic light at Thorn Lane and Elkton Road the new sign location contributes to the limited visibility of cars parked at the stop bar on Thorn Lane. Lt. Stanko is concerned of motorists' lack of visibility on Thorn Lane. Robert Tahitis said when you approach the traffic light at Elkton Road and Thorn Lane once you pass the brick wall then you have a clear view of motorists and pedestrians on Thorn Lane. Mr. Tahitis agreed that traveling toward Maryland on Elkton Road your view of Thorn Lane is limited until you approach the traffic light. Lt. Stanko said a major issue is that many bicyclists in Newark do not follow the bicycle laws.

MOTION BY CAROL HOUCK, SECONDED BY RICH LAPOINTE TO APPROVE THE SIGN LOCATION PROPOSED AT 21 THORN LANE.

MOTION PASSED. VOTE: 5 TO 0.

2. REQUEST TO PERMIT LEFT TURNS ONTO ACADEMY STREET FROM EAST PARK PLACE.

Rich Lapointe said if the grass strip on the north side was moved back there may be enough space to add a left turn lane. Rich Lapointe said he observed this location for a half hour and during a period five minutes, witnessed five University of Delaware buses and one tractor-trailer all crossed the centerline in order to complete the left turn. Dave Gula said Academy Street is a prime bus route for University of Delaware and DART buses. Lt. Stanko made a suggestion to add a left turn arrow for ten seconds on Academy Street.

Dave Gula said WILMAPCO has been asked to do a transportation circulation study for Newark and will ask if this area could be included.

MOTION BY RICH LAPOINTE, SECONDED BY GEORGE STANKO NOT TO MAKE ANY CHANGES ON ACADEMY STREET AT EAST PARK PLACE.

MOTION PASSED. VOTE: 5 TO 0.

NEW BUSINESS:

Chief Tiernan said a complaint has been received in regard to the crosswalk located at Wilbur Street and Cleveland Avenue. Rich Lapointe said he thought DELDOT was notified to remove this crosswalk. Dave Gula said an existing ramp was used on one side and a driveway was used as the ramp on the other side. Rich Lapointe said two handicapped ramps should have been installed.

Chief Tiernan said most signage located at crosswalks other than Main Street are not compliant with the Manual on Uniform Traffic Control Devices (MUTCD). Carol Houck inquired as to the status of changing out the incorrect signage.

Carol Houck asked whose responsibility it is to remove the signs and inquired if a plan is in the works to establish sign consistency. Dave Gula said the hope in Newark was for all crosswalk signs to read, "Stop for Pedestrians in Crosswalks". Lt. Stanko said the state adopted the federal manual, which reads, "Yield to Pedestrians in Crosswalks". Rich Lapointe said the "Stop for Pedestrians in Crosswalks" signs could be removed at any time.

There being no further business, Chief Tiernan called for a motion to adjourn.

MOTION BY CAROL HOUCK, SECONDED BY DAVE GULA, TO ADJOURN.

MOTION PASSED. VOTE: 5 TO 0.

Paul M. Tiernan, Chairman